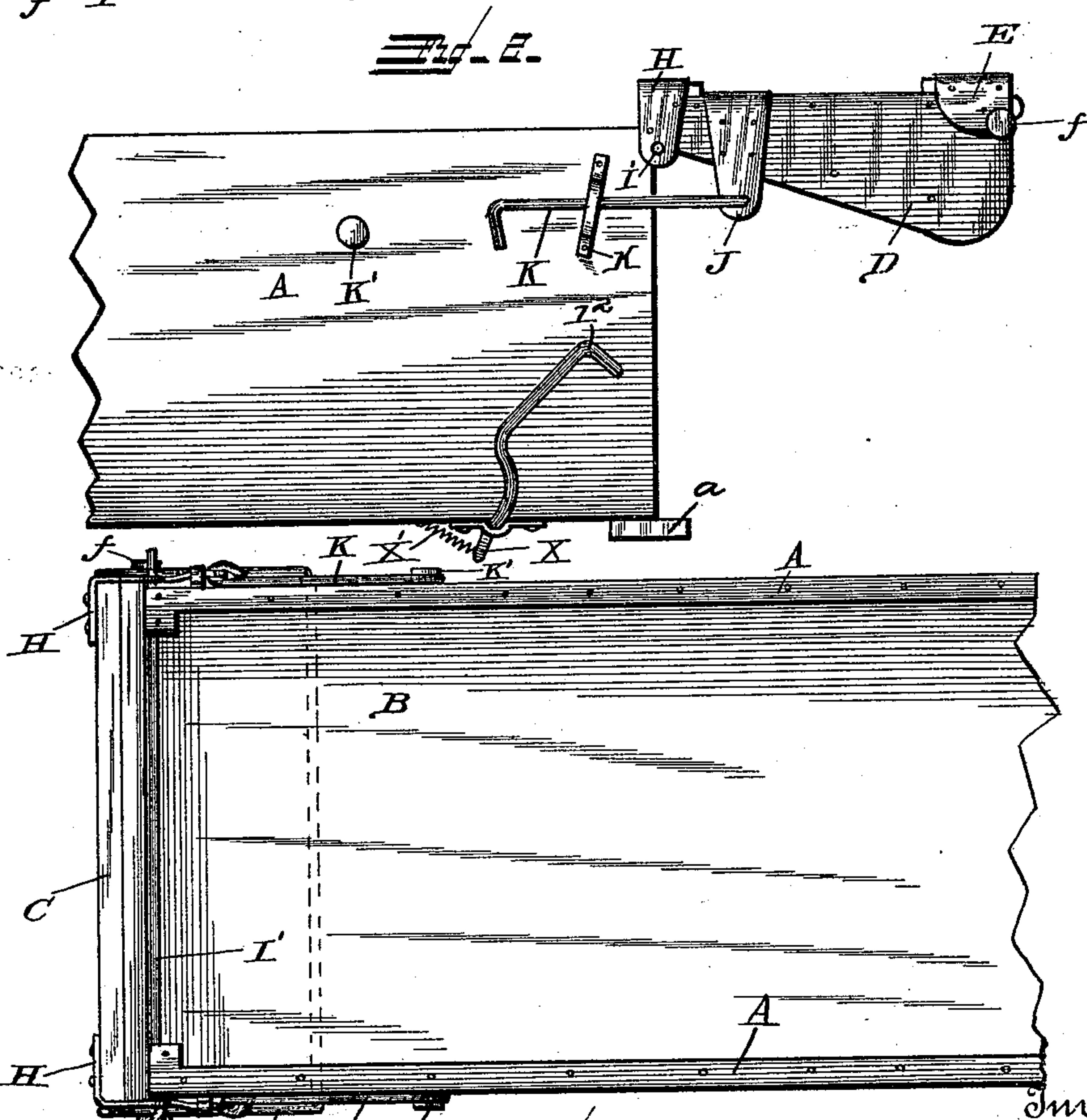
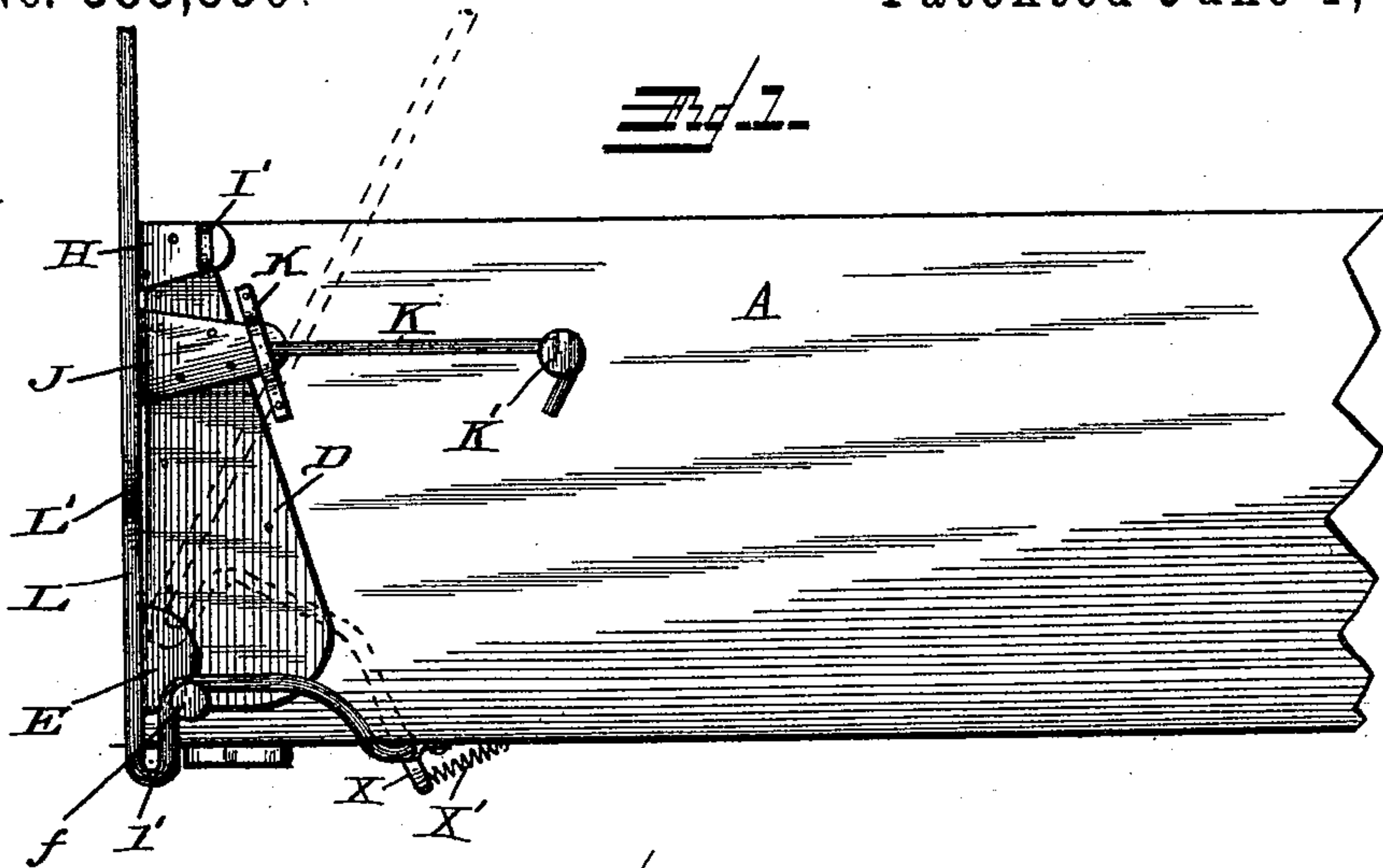


(No Model.)

C. H. GREEN.
END GATE FOR WAGONS.

No. 583,530.

Patented June 1, 1897.



Witnesses
Jas. Gregory
H. A. Han.

Inventor
Charles H. Green
By John Hedderburn
his Attorney.

UNITED STATES PATENT OFFICE.

CHARLES H. GREEN, OF SWALEDALE, IOWA.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 583,530, dated June 1, 1897.

Application filed January 8, 1896. Serial No. 574,715. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. GREEN, a citizen of the United States, residing at Swaledale, in the county of Cerro Gordo and State of Iowa, have invented certain new and useful Improvements in End-Gates for Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain new and useful improvements in end-gates for wagons. It has for its objects, among others, to provide a simple and cheap end-gate or end-door adapted to be held by a lever and that can be used for a dump for small grain and shelled corn or the like, as well as for a shoveling-board for ear-corn; also, for loading stock.

The other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be particularly pointed out in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side elevation of my improved end-gate. Fig. 2 is a view in side elevation with the metallic strip thrown up. Fig. 3 is a top plan.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates the side-bars and B the bottom of the wagon.

C is the end-board or tail-gate, provided on each end with the metallic side strips D and at the lower corners with the casing E, which serve to protect the same and from which extend the lateral pins, having heads *f*. The lower end of this gate rests upon a projecting ledge *a* at the rear end of the bottom of the wagon. At the top edge of the end-gate are the metallic pieces H, having openings through which and through suitable eyes on the top of the sides of the wagon passes the removable pin I', which serves to hold the end-gate in its closed position. Plates J, secured to opposite ends of the end-gate, have openings in their forward ends, in which are loosely engaged, so as to have pivotal movement, the

hooks K, which are adapted to pass through keepers *k* on the outer faces of the sides of the wagon, and the hook ends thereof engage pins K' on the outer faces of said sides.

L is a rod mounted in suitable bearings seated on the under side of the bottom of the wagon so as to rock therein, one end being extended rearward along the side of the wagon and bent upward to constitute a lever L', the said rod being bent at the junction of the lower end of the lever with the horizontal portion to form a bend *l'*, adapted to engage one of the projecting pins on the lower end of the end-gate. The other end of this rod extends beyond the opposite side of the wagon and has its rear end bent at right angles, as seen at *l''*, to engage the opposite pin of said end-gate.

The operation will be readily understood from the preceding description when taken in connection with the accompanying drawings. The opposite portions of the lever may be disengaged from the projecting pins on the end-gate and the rod passes through the eyes on the upper faces of the sides and through the openings in the plates on the upper ends of the end-gate, thus serving as a hinge, so that the lower end may be swung out as much as required. The end-gate may be lowered by disengaging the said rod.

Modifications in detail may be resorted to without departing from the nature or spirit of the invention or sacrificing any of its advantages.

The rod which extends across the bottom of the box may be provided with a bend or depression X, beneath which is a coiled spring X', confined between the same and the plate on the bottom of the box, so as to provide a yielding tension, whereby the jar over the rough roads or frozen ground will not unlock the same.

What I claim as new is—

The combination with the side-boards and bottom of a wagon, of a tail-gate provided at each end with a metallic side strip D and at each lower corner with a casing E with a lateral pin extending therefrom and provided with a head, the lower end of the gate resting upon a projecting ledge at the rear end of said bottom, metallic pieces H at the top edge of said gate having openings, removable pins

passed through the openings in said pieces
and through eyes on the top of the sides of
the wagon, plates J at opposite ends of the
end-gate and having openings, hooks engag-
5 ing said openings, keepers on the outer faces
of the sides of the wagon, and pins also on
said sides, a rod mounted in bearings on the
under side of the bottom with one end ex-
tended rearward along the side of the wagon
10 and bent upward to constitute a lever, said
rod being bent at the junction of the lower
end of the lever with the horizontal portion
forming a bend for engaging one of the pro-

jecting pins on the lower end of the tail-gate,
the other end of said rod being extended to 15
the opposite side of the wagon with its rear
end bent at right angles to engage the oppo-
site pin of said gate, all substantially as and
for the purpose specified.

In testimony whereof I have signed this 20
specification in the presence of two subscrib-
ing witnesses.

CHARLES H. GREEN.

Witnesses:

BURGESS CARR,
WM. ENGLAND.